

March 5, 2020

Sen Mike Peterson/Senate Transportation Committee
Kansas State Capitol
Attn: Florence Deeter
Topeka, KS 66612

Dear Senator, Peterson and committee members:

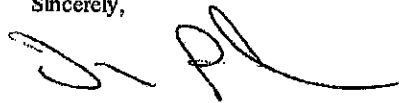
I would like to first introduce myself to you, I am Troy Palmer, a business owner and partner for several businesses in Kansas. One of the businesses I own is Global Parts Auto Group, Inc. We customize Hummers and military Humvee (HMMWVs) specific for our customer's use. That company is a passion of mine as I am a car enthusiast. We have customers world-wide as well as here in the United States. The problem now is that only a few states allow these former military vehicles to be titled as street legal. Oklahoma does allow street legal registration of Military Humvees (HMMWV) Customers are left to depend on other states for the registration of these vehicles as street legal. From the State of Kansas standpoint, this does not make sense. Kansas is losing out on a lot of lost revenue in registering these as street legal vehicles.

The Humvee (HMMWV) was developed specifically for the military use, then the manufacturer added interior upgrades and a more powerful motor to the original structure and released them to the civilian market as H1's. The H1 is street legal in Kansas. All Humvees (HMMWV) and Hummers (H1) were manufactured in South Bend, IN using the same parts on the same assembly line. Structurally if you dissect a H1 and a military version there is no difference. Really the difference is in the more powerful engines offered and the plush interior upgrades, offered in the civilian H1 model. The military version is completely stripped down and has no extras. They do not even have turbos on the diesel motors. This was because it could be another point of failure in environments where failure is not an option. The military specifications have heavy duty frames and suspension which is the same as the H1. They were literally designed for any type of terrain or use. Also, all these vehicles are made from the same type of materials, like aluminum, that Ford and other manufacturers have started using because of the cost and weight savings.

I would also like to talk about cost. You see, an average military hummer sell for \$8K-\$12K in the US, but a civilian style Hummer is worth anywhere from \$50K-\$250K depending on customization. A customer can buy a military one affordably and turn it into his desired hummer or at least increase the equity in the vehicle with upgrades. As I stated before the military versions were not plush, therefore pretty much anything is an upgrade. You cannot find another vehicle as capable as the Humvee (HMMWV) and you will not find one for \$8K-\$12K. Kansas sells police cruisers and patrol cars at auction and those vehicles are well used, usually with high miles and maintenance needed. Military HMMWVs are usually extremely low miles and easy to repair. So, literally you just need to buy the part and replace it. No underlying issue because the hummer is very simplistic due to its birth right.

In closing, I would like to point out that in Kansas alone there are several major companies in the aftermarket sales and customization of Hummers. We also, are one of the few places that have government auctions, like the auction at Ft Riley. This change would not only benefit my business but several businesses and most importantly the state of Kansas. There is no sense in having the street legal vehicle registration income going to another state. I would be more than happy to have an open discussion of the facts about HMMWVs and the misconception that they are not the same vehicle. For if we allow one, we should allow the other. Also, I offer the chance for any of the committee to ride in either a military style HMMWV or a customized civilian version, to see for themselves that they are in fact the same vehicle.

Sincerely,



Troy Palmer, President
Global Parts Auto Group, Inc.